

CWA Version 2.2 Inform Document

SCR 196 - Extra Pickup/Deliver Address not printing on BL printed from CWA

Problem: When the TSP printed the BL in CWA, if the shipment had an extra pickup/delivery, the extra pickup/delivery address was not printing in Block 13 on the BL.

Solution: The software has been modified and the extra pickup/delivery addresses are now printing on the BL. If there is more than one extra pickup/delivery, or a combination of both, the first extra pickup/delivery address will print in Block 13 and any additional extra pickup/delivery addresses will print in Block 25 on the BL.

SCR 216 - Wrong Rat Section for Dest/SIT and less than 500 miles

Problem: The costing engine was not choosing the correct destination SIT location information for rating when one is specified in the invoice AND there is also a different primary delivery address. Because of this, line hauls that are less than or equal to 500 miles were being rated by the costing engine using the wrong rate section if the destination SIT is in a different county/city than the primary destination.

Solution: The software has been modified to pull the rate from the correct rate section.

SCR 217 - Hawaii GBLOC not Found if both County AND State are not Specified

Problem: If the TSP supplies the STATE only on addresses in Hawaii and the address is a destination SIT or any other address besides Primary Origin or Primary Destination, the CWA will not be able to identify the GBLOC if the TSP does not also provide the COUNTY. This is because the PPSO GBLOC lookup for Hawaii only lists the GBLOC by county names and does not use the city names.

Solution: The software was modified use the rate area in Hawaii to determine the GBLOC as opposed to using the PPSO GBLOC lookup.

SCR 218 - Extra mileage costing on PDS is using wrong rate section

Problem: A problem was identified with the way that the costing engine determines the applicable rate section for extra mileage greater than 30 and less than 500 miles on pickup/delivery SIT (PDS) charges.

Solution: The software has been modified further define the costing rule for PDS to look at the correct location address to determine the applicable rate section. For primary origin to origin SIT, the city/county of the origin SIT, is used. For destination SIT to primary destination, the primary destination city/county is used. For the rare case of origin SIT to destination SIT, the destination SIT city/county is used.

SCR 220 - DTOD Miles Incorrect when Pickup Date is not Available

Problem: When the invoice is processed into the CWA before the TOPS/THIST pickup date is available, the step to get the DTOD miles and do the up-front MAX PACK rules checking is skipped and never done before the PPSO approves the invoice.

Solution: The software was modified so that when the DTOD miles could not be determined at the time the invoice was initially processed into CWA as a result of the pickup date was not being available, each subsequent time the "Shipment Service and

Charges” screen is accessed for that BL, the system will do another check for DTOD miles until which time as the pickup date is available.

SCR 221 - Increase Size of BLI_RT_QTY column

Problem: A costed invoice was being held up in Production from going to back to PowerTrack after all line items had been approved due to limited size of the BLI_RT_QTY column which is 999.99. Need to increase the size to 9999.99.

Solution: The size of the BLI_RT_QTY column was increased to 9999.99.

SCR 224 - Validation Check 859

Problem: Currently, if a TSP submits an invoice for a shipment that has been canceled in TOPS, if the shipment record is in CWA, the 859 is processed in. A validation needs to be added to the 859 generator to prevent this. CWA insert a record in the void_gbl_number table in the CWA database. The shipment record remains in CWA in a BK status and can still be viewed by the CWA users. If an 859 is received from PT for that BL and the void BL indicator is set to a Y, the invoice will be rejected and an 824 will go back to PT stating the reason for rejection as "BL is cancelled".

Solution: A validation has been added to the 859 generator. If an 859 is received from PowerTrack for a particular BL and the void BL in the CWA database is set to a Y, the invoice will be rejected and an 824 will go back to PowerTrack with an error that reads "BL is cancelled".

SCR 225 - Status Code

Problem: Currently, if a shipment (BL) is cancelled in TOPS the status code on that shipment record in CWA remains in a BK status. Need the status code on the shipment in CWA to be changed to CA so users will know the BL has been cancelled.

Solution: The software has been modified so that when the su_void_gbl_flg_code = Y for a BL in CWA the status code of the shipment is updated to CA (cancelled).

SCR 229 - Branch of Service Report

Problem: When the user tries to run both the summary and detailed level reports for an individual branch of service (such as Army, Navy, Marine Corps, etc.) the "Total PowerTrack Paid" column shows zero in the dollar value. If the user selects "All Branch of Service" from the drop down, the software is able to find the dollar values for the paid invoices.

Solution: The software has been modified so that when an individual branch of service is selected from the drop down, such as "Army", the query will find applicable records for that branch of service and display the dollar values for those invoices.

SCR 230 - Reweigh for International Baggage

Problem: Item 506A (Reweigh fee) box shows net weight. This is an INTL UB shipment (JP-677003) and will be paid on gross weight. Recommend box be retitled. The title in that box should read "Net Weight" for international HHG shipments and "Gross Weight" for international UB shipments.

Solution: While researching this problem it was determined that this was not the only place within the CWA application where the title of the weight was displayed incorrectly. The software has been modified to reflect “Gross Weight” for INTL UB and “Net Weight” for INTL HHG throughout the application.

SCR 231 - GBL Print Date

Problem: Currently, the system date prints in Block 5 on the CWA version of the BL. A request was made during the SAT for Version 2.0 to have the original date the BL was printed at the TOPS site also print in Block 5 on the CWA BL.

Solution: While researching this issue it was determined that the date_gbl_printed column is stored in the CWA database as the date_b_l_prepared. The software has been modified to print the original date the BL was printed by the TOPS site in Block 5 on the BL.

SCR 232 - PowerTrack Reference Tables

Problem: Currently, there is an existing table in the CWA database called PWRTRCK_SHPMNT. This was the original table that was used in TOPS to determine if the shipment was a US Bank/PowerTrack shipment. It has since been replaced in TOPS with new tables (powertrack_carrier and powertrack_gbloc). These new tables are not in the CWA database structure. The PWRTRCK_SHPMNT table is not used in the CWA application. The table will never be needed in CWA because if a shipment makes it into CWA this because the shipment is being paid for by US Bank/PowerTrack or it would not be in CWA. Since this table is not used by the CWA application in anyway a decision has been made to remove it from the database.

Solution: This table has been removed from the CWA database structure.

SCR 236 - Invoice Tracking Pages

Problem: Rejected and Unprocessed Invoices are not being displayed when the View Details Link is selected. Select CWA EDI Reports, and then select Invoice Tracking Pages. The invoice field is left blank. Enter in the Start Date 01-Jan-04 and End Date 30-Aug-04. Select the Search button. The system will display the Type, Count, and Description of Multiple types of invoices. When the View Details link is selected for Accepted, Sent, and Paid Invoices the system will display the information. However, when the View Details link is selected for Rejected and Unprocessed Invoices the system displays a blank screen.

Solution: The software has been modified so that the list rejected and unprocessed invoices are displayed when the View Details Link is selected.

SCR 240 - Edit Capability for TP Multiple Report

Problem: In the TP Multiple Report link for "View Report of All Unapproved Items for All TPs with Approval Status" remove the capability to edit. The user should only be able to view the report.

Solution: The software has been modified and the edit icon has been removed. The user no longer has the ability to edit on the “View Report of All Unapproved Items for All TPs with Approval Status”.

SCR 242 - 858 Generator Failing for HI

Problem: When determining whether an address was CONUS or OCONUS, the 858 generator is failing when the state is "HI" and the country code is null. Need to add a check to the 858 generator for addresses where the state code is "HI" and the country code is null.

Solution: The 858 generator was modified to allow for the country code to be NULL or missing when the state is HI.

SCR 243 - PPSO Dispute Capability for LHS until TOPS Weights are Received

Problem: When an invoice arrives in CWA and the weights have not been entered into TOPS, the PPSO can has the ability to approve or deny all but the LHS. The invoice is then left in a pending status. The PPSOs need the capability to DISPUTE the LHS until the weights are received.

Solution: The software has been modified so that the DISPUTE radial button now appears for the LHS line item when the weights are not in CWA. This allows the PPSO to dispute the line item and send a note to the TSP notifying them that they need to provide the weight tickets.

SCR 244 - CWA Validation Component

Problem: CWA validation component was configured to reject any negative charge, it needs to be changed to accept negative charges.

Solution: The validation component was modified to accept negative charges.

SCR 249 - Invoice Notes

Problem: When creating invoices and sending to (PowerTrack User Interface) PTUI, when notes are included that are specific to the line items billed as well as the invoice as a whole. Those notes are appearing on the invoice in PowerTrack. However, they are not viewable on the invoice that is in CWA. The notes data is being pulled from the wrong field in the EDI staging data.

Solution: The software has been modified to pull the notes data from the correct EDI staging data. These notes are viewable in CWA at the line item level as well as the BL level. The line item notes can be viewed by clicking the Message icon beside the applicable line item. The notes at the BL level can be viewed by clicking the TP Shipment Note icon. If there are multiple invoices for that BL, the notes for all invoices will appear at the TP Shipment Note link.